

PHOTOGRAPHIC INTELLIGENCE BRIEF
CIA/RR-HTA

INSTALLATION:	Wireless Communication Facilities	BRIEF NO.:	B-7-58
LOCATION:	Alma-Ata, USSR	DATE:	31 January 1958
B. E. NUMBER:	None	LAT.:	43°30'N
WAC NUMBER:	329	LONG.:	77°00'E

25X1D

ENCLOSURE: Annotated photograph of Alma-Ata Wireless Communication Installation.

REQUIREMENT RR/HTA/E/R67/57: Locate and describe wireless communication facilities in the Alma-Ata area.

REMARKS:

NEW WIRELESS COMMUNICATION INSTALLATION

A 30-tower wireless communication installation is under construction 15 kilometers north-northeast of Alma-Ata. This station is similar in design to the station located on the southwest edge of Novosibirsk described in HTA/B-6/58.

Within a fenced area measuring 7,500 by 2,650 feet two parallel lines of towers are being erected along a modified S-shaped north-south axis. All towers are of the self-supporting type and each tower has a T-shaped cross arm at the top. The east line of towers has nine completed 365-foot towers, and footings are under construction for four additional towers. The west line of towers has thirteen completed 225-foot towers, two completed 170-foot towers, and two towers under construction.

Station facilities include the following: Two 230 by 85 foot station buildings, one of which appears completed, and the other in an early stage of construction; a transformer house; and several small buildings that serve as shops and store-rooms. A construction camp is located outside of the fenced area at the southeast corner of the installation.

[REDACTED]

DECLASS REVIEW by NIMA/DOD

DOCUMENT NO. _____
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S2012
NEXT REVIEW DATE: _____
AUTH: HR 70-2
DATE: 1 JUN 1982 REVIEWER: 0109599

RADIO STATION

A medium frequency radio station, enclosed within a fenced area measuring 2,300 by 1,250 feet, is located on the northern edge of Alma-Ata. Station facilities include two 620-foot guyed towers, and a 190 by 60 foot station building with adjacent cooling pond and transformer yard. Footings for four self-supporting towers are being constructed 900 feet southeast of the fenced installation.

Approved For

~~TOP SECRET~~ ~~CHIEF~~

00150060007

HTA/B-7/58

TRANSFORMER HOUSE

STATION BLDG.

SHOPS

STATION BLDG. U/C

COMMUNICATIONS INSTALLATION
15 KILOMETERS NNE OF ALMA-ATA

43°30'N - 77°00'E

25X1D

SCALE 1:11,100

DATE OF PHOTOGRAPHY

Approved For

001700310

004733A000100060007-0

~~TOP SECRET~~

~~CHIEF~~

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DOCUMENT NO. _____
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CLASS. CHANGED TO: TS ☒ C
NEXT REVIEW DATE: 2012
AUTH: HR 70-2
DATE: 1 JUN 1982 REVIEWER: 0109599

INSTALLATION: New Railroad Line
LOCATION: Kola Peninsula, USSR
B.E. NUMBER : None
WAC NUMBER : 91

BRIEF NO.: B-8-58
DATE: 31 January 1958
LAT.: 67°34'N
LONG.: 33°38'E to 34°45'E

25X1D

REFERENCE:

ATMP: USAF Aeronautical Approach Chart 91 B IIRG, Feb 55.

REQUIREMENT RR/HTA/G/R14/57: Report any evidence of new railroad construction in Kola Peninsula, USSR.

REMARKS:

A new single-track rail line has been constructed from the main Murmansk-Kandalaksha rail line leading eastward into the Kola Peninsula.

This new rail line connects with the previously existing Apatity (67°34'N-33°22'E) to Kirovsk (67°37'N-33°40'E) branch line at Titan (67°34'N-33°38'E). From Titan the new line runs eastward around the southern end of Lake Umbzero. Forty-three kilometers east of Titan, in the vicinity of the town of Umbozero (67°32'N-34°30'E), the rail line divides into two branches. Although the ultimate destination of these two branches cannot be determined because of the cloud cover, one branch can be traced for approximately 10 kilometers northward toward the Lovozerskiye Mountains and the other branch can be traced for approximately 12 kilometers to the northeast.

One steam locomotive pulling a line of cars approximately 1000 feet in length is visible about one mile east of Titan on the new line. Although this train indicates that at least a portion of this line is operational, the operational status of the remainder of the line cannot be determined from the available photography because of the clouds, the small scale of the oblique photography, and the lack of stereo coverage along most of the visible portions of the line. No unusual or suspicious rail spurs were noted on this new line.